

Changes from the El Camino Real Precise Plan Public Draft

The following are proposed changes to the Public Draft El Camino Real Precise Plan. These were based on comments from the public, stakeholders, Corridor Advisory Group, Environmental Planning Commission, City Council, reviewing agencies and City staff. Other changes are proposed to improve clarity and ease of use. In some cases, where the edit can be clearly shown, strike-out and underline text are used to show deleted and added content. In other cases, where the text revisions are more comprehensive, two versions are shown with the old text on the left and new text on the right.

Page (Public Draft)	Public Draft	Proposed Changes	Reason (Source)
Multiple	[ASSORTED DIAGRAMS AND MAPS: REVISED CONTENT, STYLE; SEE ATTACHMENT]		Consistency / readability (Staff)
Multiple	Include Corridor Advisory Group in acknowledgments		Acknowledgement (Staff)
Multiple	[Throughout Plan] Community Public Benefits		Consistency (Staff)
Multiple	All pages say Chapter 1 in header		Typo
1	The purpose of this Precise Plan is to provide a roadmap for future changes and investment to the El Camino Real corridor and its adjacent properties . These changes will transform its auto-oriented character <u>the corridor with into a vibrant, multi-modal and revitalized area</u> people-friendly places, providing gathering spaces and key destinations, a new mix of uses and improvements promoting safety and comfort. This document contains guidance for this change in the form of standards and guidelines for new development, direction for potential street improvements, and implementation actions.		Language edits (Staff)
2	[New paragraph, 2 nd to last] El Camino Real is a regionally important corridor. It links most of the cities on the Peninsula and it is a major bus route for Santa Clara and San Mateo Counties. A regional collaborative along El Camino Real, the Grand Boulevard Initiative (GBI), has been instrumental in bringing regional stakeholders together to foster a new vision for El Camino Real's potential. GBI's principles support people-friendly places with a focus on safety, sustainability, and high-quality development.		Clarification of regional role (Staff)

Page (Public Draft)	Public Draft	Proposed Changes	Reason (Source)
2	The plan area includes nearly all parcels immediately fronting El Camino Real (besides those in the San Antonio Center and some Downtown) and adjacent parcels <u>where the Plan can facilitate new connections and neighborhood transitions.</u>		Clarification of project boundary (Staff)
2	The corridor's six traffic lanes are a major barrier that makes travel difficult Travel between neighborhoods separated by El Camino Real <u>is difficult, due to the street's width and traffic.</u>		Language edits (Staff)
3	...and <u>where</u> small businesses locate there to be visible to customers and clients <u>accessible to diverse customers.</u> This Precise Plan... ...There will be different types of places, including areas with greater commercial activity, and areas with housing and abundant landscaping. <u>Throughout the area,</u> There will <u>also</u> be new plazas and open areas... ...to be compatible with surrounding housing, and <u>residential</u> neighborhoods will maintain their character. Larger developments...		Language edits (Staff)
3	Travel <u>Transportation improvements for all modes will improve travel</u> along <u>and across</u> the corridor will be improved for all modes.		Language edits (Staff)
4	[New Guiding Principle] 11. New affordable and senior housing will support the City's diversity and livability. The corridor is a good location for affordable and senior housing due to its jobs, transportation options and access to daily goods and services. Low income, moderate income, and senior units will be built wherever possible towards a Plan-area affordable housing goal consistent with the City's inclusionary housing ordinance. This will be achieved through City subsidies for low-income housing projects, inclusionary requirements on new condominiums and rowhouses, impact fees (and units in lieu) on residential and non-residential development, and the provision of public benefits, with affordable units being the highest priority.		New Affordable Housing policy direction (EPC / City Council direction)

Page (Public Draft)	Public Draft	Proposed Changes	Reason (Source)
4	6. Encourage creative and flexible use of small parcels. Many parcels on El Camino Real are difficult to redevelop because they are small or irregularly shaped. Property owners and tenants will be able to improve these sites through parcel aggregation, special standards for small buildings, or flexibility for façade improvements and changes in use.	6. Encourage creative and flexible use of small parcels. Applicants on small and irregularly shaped parcels will be able to improve these sites through parcel aggregation, incentivized with higher development intensities for larger lots; special standards for small buildings and in small-parcel areas; a broader range of allowed uses, such as rowhouses and other residential; and flexibility for changes in use and parking requirements.	Clarification of small parcel opportunities (Staff)
4	9. Seek broad communitypublic benefits, with a high priority for affordable housing. Future change along El Camino Real will come with provide benefits serving the whole community. New affordable housing will support the diversity, livability and equity of the City. Larger developments will provide public improvements, such as parks and public space, pedestrian and bicycle improvements, and shared parking.		Consistency with new guiding principle (Staff)
4	[In number 10, remove space before “Support”]		Typo
5	[New section] Residential Areas Some areas in the Plan are not in the General Plan's El Camino Real Change Area. These areas have a residential General Plan designation and are adjacent to the surrounding neighborhoods. They are included in this plan to support public improvements and public benefits when connecting to the corridor, and to support neighborhood transitions and parcel aggregation if redeveloped.		Clarification of non-change areas (Staff)
5	... Concentrations of s Small-scale retail <u>intersections</u> are designated as Neighborhood Corners... ...Neighborhood Corners are located at smaller cross streets <u>providing with</u> direct access to adjacent communities. There is no increase in height or intensity for these areas above current regulations.		Language edits & accuracy (Staff)
7	...In some instances, guidelines <u>allow support or recommend</u> an activity, to occur but do not would <u>allow alternatives</u> mandate its implementation . These guidelines are written with a “may” statement.		Language edits (Staff)

Page (Public Draft)	Public Draft	Proposed Changes	Reason (Source)
8	...The El Camino Real Precise Plan replaces <u>establishes</u> the area's land use and development regulations. <u>It replaces regulations</u> contained in the Mountain View City Code (Chapter 36, Zoning Ordinance), <u>several Planned Community Districts</u> and the Precise Plans and Planned Community Districts that formerly regulated this area including P(10) Ortega – El Camino Real, P(15) Clark-Marich, P(16) El Monte – El Camino, and P(36) Americana Center <u>Precise Plans</u> .		Language edits (<i>Staff</i>)
10	[LAND USE TABLE EDITS; SEE ATTACHMENT]		Simplification & additional direction for drive-through uses and gas stations (<i>Staff and Public Comment</i>)
14	<p>[REPLACES TABLE 2] Ground Floor Commercial Requirements</p> <p>Castro/Miramonte Area. All of the ground floor building frontage along El Camino Real and at least 33% of the ground floor building frontage along Castro Street shall be commercial. Entrances to upstairs uses are also allowed on these frontages.</p> <p>Village Centers. All of the ground floor building area shall be commercial. Lobbies to upstairs uses, parking and service spaces are also allowed on the ground floor. Service spaces include, but are not limited to, trash and utility rooms, bike parking, shared restrooms and loading areas. Parking and service spaces should be clearly secondary to commercial spaces, and commercial spaces should occupy all frontages along streets, public open areas, pathways and other highly visible locations.</p> <p><i>Exception:</i> Residential uses may be allowed on the ground floor if appropriate based on surrounding uses, such as when fronting on a neighborhood street, or in other cases that advance the principles and intent of this Precise Plan.</p> <p>Neighborhood Corners. Minimum 2,000 square feet of ground floor commercial shall be provided. Where provided, up to 2,000 square feet may be added to a project's allowed floor area ratio.</p> <p>Tier 1 and Tier 2 projects. Ground floor commercial requirements may be greater for Tier 1 and Tier 2 projects on large sites if it advances the principles and intent of the Precise Plan, as determined by the City Council.</p>		Refinements to support sufficient ground-floor commercial space and flexibility in key situations (<i>Staff</i>)

Page (Public Draft)	Public Draft	Proposed Changes	Reason (Source)
14	5. Transparency. A minimum of 50% of required ground floor commercial facades facing the street or major pedestrian pathways should be transparent. Windows, openings, and transparent glazing satisfy this requirement. Mirrored glazing does not count towards transparency.	5. Transparency. The majority of each ground floor commercial facade should be transparent along streets, pedestrian pathways, or plazas, providing visibility into and out of the space. Clear windows satisfy this requirement. Window films, mirrored glass and spandrel glass are not transparent.	Cleaner, goal-oriented language, removed jargon (Staff)
14	2. Ground floor commercial location – Neighborhood Corners. Ground floor commercial should be located along El Camino Real at the corner of the building closest to. <u>It should also be visible and pedestrian-accessible from</u> the cross street.		Clarification for single-use buildings (Staff)
14	4. Minimum tenant space depth. Ground floor commercial should have tenant space depth adequate for the needs of a range of businesses; <u>most should be at least 45 feet, but some may be 30 feet.</u>		Provided examples (Staff)
14	3. Minimum interior height. Ground floor commercial should have a minimum 14-foot indoor floor-to- <u>ceiling</u> -structure height.		Language edits (Staff)

Page (Public Draft)	Public Draft	Proposed Changes	Reason (Source)
16	Figure 4 shows the range of allowed heights and intensities along the corridor. Allowed heights and intensities are different along the corridor, consistent with the Focused Strategy, and depend on the entitlement process selected by the applicant. A base height and intensity is allowed for all parcels in the Precise Plan Area. In some locations, there is also the option for new development to pursue “Tier 1” or “Tier 2” development intensity and height above the base FAR and height regulations. The following pages contain specific standards for each area on this map.	Figure 4 shows the range of allowed heights and intensities in different areas along the corridor. Maximum heights and intensities are applied differently across the corridor depending on the location, public benefits provided, and the review process. This is the Plan’s “tiered” approach to height and intensity, which ensures a portion of the value created by larger development is used to improve El Camino Real. It also ensures City Council review of larger developments. "Base" development, which is allowed throughout the corridor, has the lowest level of City review and does not require the contribution of public benefits. "Tier 1" allows more height and FAR in locations with larger parcels adjacent to multi-family neighborhoods, and requires the contribution of public benefits and review by the Environmental Planning Commission and City Council. "Tier 2" allows the highest FAR and is only allowed in Village Centers, where there is access to major transportation networks and daily goods and services. "Tier 2" involves review associated with rezoning, which could result in additional CEQA analysis, more public benefits, and other requirements resulting from legislative actions. For more information about public benefits and project review, see Chapter 4.	Clarification of “Tiers” (Staff)
16	[Title of section] <i>Height and Floor Area Ratio</i>		Less jargon (Staff)

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16	[Edits to table 3] <ul style="list-style-type: none"> • <i>Re-title: Summary of Maximum Heights and Floor Area Ratios</i> • <i>Column Headings: Area, Base Process, Tier 1 Process, Tier 2 Process</i> • <i>Remove * from FARs in first row.</i> • <i>Village Centers row: show heights as 3 (4) stories / 45' (55'), 4 (5) stories / 55' (65'), etc.</i> • <i>Asterisk line at bottom: Maximum heights in Village Centers are without (with) the provision of a public open area consistent with the Village Center Plazas guideline on page 32.</i> 		Consistency (Staff)
17	[SEE FIGURES ATTACHMENT FOR HEIGHT / FAR MAP] <i>Edits to locations of Height and FAR areas for consistency with General Plan; made some areas Medium Intensity if they had no opportunity for Tier 2 and some areas Low Intensity if they had no opportunity for Tier 1.</i>		Height/FAR location refinement small parcels, consistency with General Plan (Staff)
17	[Figure 4 title & Legend title] <i>Height and FAR Areas</i>		Consistency (Staff)
18	Plaza and Gathering Space. Development in Village Centers shall incorporate a <u>street-facing open area or public plaza</u> that can function as a comfortable and attractive community gathering place. <u>Tier 1 and Tier 2 development shall provide a public plaza with active commercial frontage, of adequate size for a range of public or commercial activities, and appropriate to the context, shape and circulation features of the project site.</u> <u>Development with a public plaza consistent with the Village Center plazas guideline may be eligible for one additional story and 10 additional feet of height above Table 4. For example, Tier 1 development may be up to 5 stories and 55 feet in height. Neighborhood transition, urban design and other considerations may limit the application of this exception. This additional story may not be combined with the rooftop amenity height exception, but it may be combined with the corner building treatment height exception.</u>		Clarification of Village Center extra height and plaza requirement (Staff)

Page (Public Draft)	Public Draft	Proposed Changes	Reason (Source)
18	Village Centers are key locations at major intersections along the corridor where new development will be adjacent to retail, services, and transit. The setback and intensity standards below in Tables 4 and 5 apply to all Village Center projects. Figure 5 shows all the Village Center locations. Applicants shall use the base intensity <u>Base</u> standards below , unless they apply for Tier 1 or Tier 2 development, as described in Chapter 4: Implementation. <u>Village Center standards support ground floor commercial close to the street, substantial public plazas and increased neighborhood transition requirements for upper floors.</u>		Clarification of objectives (Staff)
19	[STANDARDS TABLES EDITS; SEE ATTACHED] <i>Edits to standards tables: removed maximum setbacks for upper floors, provided greater flexibility for 1-story commercial, made setback requirements easier to read, made residential setbacks the same throughout each area.</i>		Usability, clarity (Staff)
20	The Castro/Miramonte area includes small sites adjacent to downtown. Within the Castro/Miramonte Area, height and intensity standards differ between Sub-Area 1 and Sub-Area 2, as shown in Figure 7. Coverage standards and setback standards are the same across the Castro/Miramonte Area. Applicants shall use the base intensity standards in Table 6, unless they apply for Tier 1 development, as described in Chapter 4: Implementation.	Castro/Miramonte includes small sites adjacent to downtown in two sub-areas. Sub-area 1 has lot sizes and characteristics similar to the Medium Intensity Corridor. Sub-Area 2 is constrained in lot depth, so allows more flexibility in FAR and open area. Applicants shall use the Base standards in Table 6, unless they apply for Tier 1 development, as described in Chapter 4: Implementation. Setback standards are the same across the Castro/Miramonte Area. These standards support a more downtown-like character, with a smaller maximum El Camino Real setback and smaller side setbacks.	Clarification of objectives (Staff)
22	The Medium-Intensity Corridor zone contains larger parcels and is surrounded by higher intensity <u>uses more multi-family residential</u> than the Low-Intensity area . Figure 8 displays the parcels within the Medium-Intensity Area Corridor. Applicants shall use the base intensity <u>Base</u> standards in Table 8, unless they apply for Tier 1 development, as described in Chapter 4: Implementation. <u>Setback standards support commercial uses close to the street, flexibility for other ground floor uses, and setback and open area requirements more appropriate to larger developments.</u>		Clarification of objectives (Staff)

Page (Public Draft)	Public Draft	Proposed Changes	Reason (Source)
24		The Low-Intensity Corridor zone includes smaller parcels and is adjacent to lower-intensity uses along the corridor, as shown . <u>Only the Base intensity and process is allowed in Figure 9 this area, since no more than 3-story development would be compatible with surrounding neighborhoods. Setback standards support commercial uses close to the street, flexibility for other ground floor uses, and setback and open area requirements more appropriate to smaller parcels.</u>	Clarification of objectives (Staff)
26		<p>Low Intensity, Residential-Only. For the <u>Low Intensity</u> areas shown in Figure 10 as Low Intensity, the standards, uses, and densities of the R3-2 zone <u>shall</u> apply. <u>See the City's Zoning Ordinance for more information.</u></p> <p>Medium Intensity, Residential-Only. For the <u>Medium Intensity</u> areas shown in Figure 10 as Medium Intensity, the standards, uses, and densities of the R3-1 zone apply. <u>See the City's Zoning Ordinance for more information.</u></p> <p>Americana Apartments. The Americana Apartments<u>Continental Circle. The Americana Apartments, located at 707 Continental Circle, were constructed under the Americana Center Precise Plan, which had a different maximum height and minimum open area than the R3 zone. To maintain its existing zoning, this area</u> shall use the standards, uses and densities of the R3-1 zone, with the following exceptions:</p> <ul style="list-style-type: none"> • Maximum Height: 48 ft • Maximum<u>Minimum</u> Open Area: 45% <p><u>See the City's Zoning Ordinance for more information.</u></p>	Clarification of specific requirement (Staff) Changed name of Americana area (EPC direction)
26		<ul style="list-style-type: none"> • Section title and Figure 10 title: Residential-Only Areas • Title and Legend: Residential-Only Areas • Change name of "Americana Apartments" to "Continental Circle" 	Consistency (Staff)

Page (Public Draft)	Public Draft	Proposed Changes	Reason (Source)
27	<p>Land use, setback and height. Any portionpart of a structure in an area must comply with the land use, setback and height standards of thatits area <u>or subarea</u>. The General Plan's maximum residential density shall not be exceeded for any allowable density in residential-only portionparts of <u>projects</u> shall be limited by the General Plan maximum density instead of the R3 density table.a project.</p> <p>Low Intensity and over 50% Residential Only. For Low Intensity areas and projects where greater than 50% is within a Residential-Only area, the coverage, open area and floor area standards must comply with those of the area.</p> <p>All other<u>Other</u> standards and cases. In all other cases, the <u>The</u> following may shall be used to determine the development standards and design guidelines for these multiple-area projects:</p> <p>a. Project-wide standards, such as coverage, open area and FAR shall be regulated as a weighted average of the proportion of the project in each sub area. Specific parts of the project shall not be regulatedarea. For example, a project with 60% of its land area in Low Intensity Corridor and 40% in Medium Intensity Corridor may have a maximum FAR of 1.55. These standards may be applied across the project as a whole, but each part of the project shall be consistent with the intended character of that area. <u>Projects in both Castro/Miramonte Sub-Areas shall use the standards of Sub-Area 1.</u></p> <p>b. A<u>Projects with at least 50% of their land area in Medium Intensity Corridor or Village Center, where the remainder is in Medium Intensity Residential-Only, are allowed a</u> Tier 1 bonus (with the provision of <u>CommunityPublic</u> Benefits) of up to 0.50 FAR is allowed, and may be applied across the entire project site. <u>For example, a project with 75% of its land area in Medium Intensity Corridor and 25% in Medium Intensity Residential-Only may have a maximum FAR of 1.775 (75% * 1.35 + 25% * 1.05 +.50) across the project site.</u></p> <p>c. Character and design regulations<u>guidelines</u> shall apply to all parts of the<u>the entire</u> project.</p> <p>d. All other standards and guidelines will be determined by the Zoning Administrator.</p>		Clarification of R3 density, examples, simplification (Staff)
27	[Title of section] <i>Projects in Multiple Areas</i>		Consistency (Staff)
28	<p>Minimum frontage for new lots. The minimum El Camino Real frontage of any new lot is 150 feet. This requirement is waived if all new for resulting lots do not have<u>without</u> vehicle access (i.e., a driveway) from El Camino Real, or for <u>two merged</u> lots of any sizethat are merging.</p>		Language edits (Staff)

Page (Public Draft)	Public Draft	Proposed Changes	Reason (Source)
28	Maximum height adjacent to residential. No portion of a building may Wall plates shall not be taller higher than its the distance to a residentially-zoned property. Projects may be further limited, or additional screening required, in areas where adjacent properties are predominantly 1-or 2-stories. Residentially-zoned properties include those in the Residential-Only area (see Figure 11 4).		Consistency with other zoning requirements (Staff)
28	Maximum height across a street from residential. The following apply to portions of a development directly opposite a residentially-zoned property where the street is less than 80 feet wide (see Figure 12). a. Within 40 feet of perpendicular to the street property line, wall plates and overall heights may be no taller than the what is allowed by the adjacent residential zone allows .		Language edits (Staff)
29	Balconies. Balconies shall not be oriented towards residentially-zoned properties if they are within visual range.	Balconies. Balconies oriented toward single family homes and duplexes shall be screened. Screening may include architectural features or year-round landscaping.	Flexibility in how to mitigate privacy concerns (Public Comment)
29	Personal storage. A a minimum of 80 square 164 cubic feet of personal storage shall be provided for each dwelling unit, <u>and shall be designed appropriately to accommodate a range of bulky items.</u>		Consistency with approved P district projects (Public Comment)
29	Common usable open area (residential). Residential projects shall provide minimum 175 square feet per unit of common usable open area. In the Low Intensity Area and Castro/Miramonte Area, projects shall provide 150 square feet per unit. <u>Setback areas are not considered useable unless they are 20-feet wide.</u>		Consistency with approved P district projects (Staff)
29	[new exception] Side and rear setbacks. Exceptions to side or rear setbacks up to 5' shall be allowed if the same amount is added to the setback on the opposite side of the building. This exception does not apply to corner parcels, and cannot be used to reduce residential-adjacent setbacks.		Easier to use, consistent with "Sum of Side Setbacks" in table (Staff)

Page (Public Draft)	Public Draft	Proposed Changes	Reason (Source)
29	Architectural projections. Upper-floor bay windows, balconies, <u>porches,</u> awnings, and other projections may encroach up to 8 feet into the required ground floor El Camino Real or side street setback. Awnings, and up to 2 feet into other setbacks. Projections over the sidewalk shall be at least 8 feet above grade. This setback exception should <u>not</u> be used in limited circumstances above the 3 rd story <u>to reduce the mass of upper floors and create a defined top to 4-story (or taller) buildings.</u> <u>Architectural projections shall not encroach into Caltrans right-of-way, except awnings are allowed with an encroachment permit.</u>		Clarification of articulation and Caltrans requirement (<i>Staff & Caltrans</i>)
29	Front setbacks, shallow parcels. Non-residential ground floors on parcels less than 120 ft deep within the Low Intensity or Castro/Miramonte Areas may encroach into the El Camino Real setback by up to <u>54</u> feet for no more than half the lot frontage.		Simplification & area consistency (<i>Staff</i>)
29	Residential ground floors. Any ground floor with residential use facing El Camino Real shall be a minimum of <u>23</u> feet above grade, with a minimum average of 3 feet across the entire frontage. Live/work uses and main entrances for multi-family development are exempt from this requirement.		Simplification (<i>Staff</i>)
29	Corner building treatments. Buildings on major corners in Village Centers, Neighborhood Corners, and the Castro/Miramonte Area should have a distinctive corner architectural treatment. These treatments may exceed the <u>allowed</u> maximum <u>building</u> height of the building by up to 10 feet. Maximum setbacks. Maximum building setbacks do not apply to buildings behind publicly accessible plazas and open areas, if <u>they maintain there is clear</u> visibility between the sidewalk and building entrance.		Language edits (<i>Staff</i>)
30	Setback between vehicle areas and buildings. Areas for vehicle use, such as parking and travel lanes, should be buffered from buildings by at least 8 feet. This area should include a pedestrian walkway, but may also include landscaping and trees. Alleys and loading areas may be exempt from this requirement, but these should not obstruct any important pedestrian access routes.	Building and vehicle-area separation. Improvement plans shall identify all pedestrian access routes around buildings, where a comfortable walkway with buffer landscaping or arcade shall be provided. Alleys, loading or other service areas may be exempt from this requirement, but should not obstruct any important pedestrian access routes.	Move from Guidelines to Standards and added flexibility language (<i>City Council and EPC direction</i>)

Page (Public Draft)	Public Draft	Proposed Changes	Reason (Source)
30	Driveway and garage access. Maximum curb-cut width shall not exceed 20 feet (plus the flare), allowing or minimum required for two-way <u>emergency vehicle</u> access and safe visual clearances . One-way driveways may have curb cuts with a width no greater than 12 feet (plus the flare) <u>or minimum required for emergency vehicle access</u> . Garage entrances at grade facing the street shall be no more than 22 feet wide.		Consistency with emergency vehicle requirements (<i>Staff</i>)
30	[Moved from Land Use section] Outdoor dining and display. Outdoor dining and display areas are permitted when associated with a <u>primarily indoor-oriented</u> use that is primarily indoors . Site design and chairs, tables, umbrellas, merchandise stands, etc., are subject to development review, and additional parking requirements may apply. Designated areas shall maintain a minimum eight-foot wide clear pedestrian sidewalk area and minimum eight-foot <u>tall</u> vertical clearance. Outdoor dining and display areas shall also keep <u>maintain</u> building entrances clear and unimpeded for building access. Merchandise shall be taken indoors at the close of each business day. <u>Outdoor dining and display are not allowed on the Caltrans right-of-way.</u>		Language edits and move from Land Use section (<i>Staff</i>)
30	Measurement of El Camino Real setbacks. El Camino Real setbacks are measured from the property line. If, or from 60 feet from the street centerline if the property line is located at less than 60 feet from centerline, within a the setback shall be measured from there instead. <u>120-foot wide right-of-way.</u>		Language edits (<i>Staff</i>)
31	Building length. To create human-scaled buildings with access to fresh air and daylight, and to allow pedestrian and bicycle circulation, the length of individual new buildings should not exceed 250-200 feet.		Consistency with approved P district projects (<i>Staff</i>)

Page (Public Draft)	Public Draft	Proposed Changes	Reason (Source)
31	Parking frontage. Wherever possible, parking should be located behind or under buildings. On lots less than 120 ft deep, parking should take up less than 40% of the primary frontage. On lots greater than 120 ft deep, parking should take up less than 25% of the primary frontage. This requirement does not apply to podium or underground parking where less than 4' above grade.	Parking frontage. Wherever possible, parking and vehicle areas should be located behind or under buildings. On shallower lots (about 150 ft deep or less), a site's surface parking or above-grade structured parking may be located next to the building, but should not take up more of the primary frontage than the building. On deeper lots, the vehicle areas along the primary frontage should be limited driveways and a few associated parking stalls. Parking should not be located on corners.	Guideline language; included "vehicle areas" to address drive-through uses; <i>(Staff & CAG comment regarding corners)</i>
31	Setback Separation between structures on the same lot. The setback separation between separate structures on the same lot on the same lot should be no less than 35% of the sum of opposing wall heights, with a minimum of 15 feet.		Language edits (<i>EPC direction</i>)
32	<p>[New Guidelines]</p> <p>Village Center plazas. Village Center public plazas are special street-facing open areas that act as gathering spaces for surrounding neighborhoods. They should be designed as unique and notable destinations with the potential to accommodate a range of activities. They should have amenities such as benches, art or water features. Plazas should be fully visible from El Camino Real, but should use space or landscaping to buffer the street's impacts. They should be associated with active commercial frontages, such as restaurants and retail, and key pedestrian access routes to transit and surrounding neighborhoods.</p> <p>Character of buildings adjacent to open area. Building frontages adjacent to open areas should activate the space with entrances directly onto the open area, outdoor seating associated with the adjacent use, and architectural features that provide transition from outdoor to indoor space, such as porches, awnings, arcades, terraces, stoops or patios.</p>		Design guidelines for Village Center plazas and buildings adjacent to open areas (<i>Public Comment</i>)

Page (Public Draft)	Public Draft	Proposed Changes	Reason (Source)
32	Character of u Usable open areas (residential). Usable open area should may be in the form of <u>designed as</u> plazas, courtyards, parks, forecourts, <u>rooftop amenities</u> and other open spaces designed for pedestrian and bicycle circulation, and for outdoor gatherings, recreation or passive activities for work or recreation. <u>Spaces Areas</u> should be located along pedestrian paths, close to and visible from building entrances and/or the street.		Clarification of useable open area definition (Staff)
32	Character of s Street-facing open areas. <u>Publicly accessible, s</u> street-facing open areas – such as plazas, parks, gardens, courtyards, extended sidewalk zones, or covered arcade frontages – are encouraged. Street-facing open spaces should be at grade level and provide visibility from the sidewalk to building entrances. <u>Open area D</u> esign should may include shaded and unshaded areas, a variety of seating options, trees and landscaped areas.		Language edits (Staff)
33	Driveways and parking. To the greatest extent possible, eliminate driveways. Driveways off of El Camino Real and on-site parking adjacent to the streets should be eliminated, particularly in Village Centers, Neighborhood Corners, and the Castro/ Miramonte Area. Vehicle access into parcels should occur from side streets or alleys. If necessary, they should be located as far as possible from <u>likely potential</u> pedestrian activity areas. Design e Curb cuts and driveways <u>should be designed</u> to minimize impacts to sidewalks and <u>other</u> pedestrian walks or other access to buildings, plazas or open spaces. Where feasible, adjacent <u>Adjacent</u> sites should share driveway access.		Language edits (Staff)
34	Side street frontages. Building facades on side streets should be designed with the same quality and materials as El Camino Real Frontage. In Village Centers this may include ground floor commercial uses. In all other areas, buildings facing side streets should include building entrances, stoops or active uses.	Other building façades. All highly visible building façades should be designed with the same quality, articulation and materials. Side street ground floor frontages should support pedestrian interest and accessibility, which may include commercial storefronts in Village Centers and building entrances or stoops in other locations.	Language edits (Staff)

Page (Public Draft)	Public Draft	Proposed Changes	Reason (Source)
34	<p>Building articulation. Facades should use the following horizontal and vertical articulation strategies:</p> <p>a. Vertical articulation. Use projections, minor stepbacks, architectural details and variations in materials <u>should be used</u> to distinguish between the upper and ground floors in commercial and mixed-use buildings.</p> <p>b. Horizontal articulation. Facades longer than 100 feet should be subdivided with at least one major massing break. Building facades should contain minor massing breaks on average every 50 feet <u>on average</u>.</p> <p>c. Building projections. The total area of all <u>building architectural</u> projections should not exceed 50% of the primary building façade area. The <u>Primary</u> building façade is the façade built at the property or setback line.</p>		Language edits (Staff)
34	<p>Blank facades. Blank walls (facades without doors, windows, landscaping treatments or other pedestrian interest) should be shorter less than 25 feet in length along sidewalks, pedestrian walks, or open space.</p>		Typo
35	<p>Building scale. New buildings should express facade components elements should establish building scale. For example, windows and doors should appear in a regular pattern, or be clustered to form a cohesive design. Horizontal building elements should be roughly aligned (within about 3 feet in height) with others in the same block face. An element is considered aligned if it is within three (3) feet, measured vertically, of existing architectural elements.</p>		Language edits (Staff)
36	<p>[New guideline]</p> <p>Tree Canopy: New and reconfigured surface parking lots shall provide a tree canopy plan with a goal of 50% or greater coverage at maturity.</p>		New tree canopy goal (EPC direction)
36	<p>Parking screening adjacent to streets. Surface parking lots should be screened from adjacent abutting streets. Screening should <u>provide visual interest, but should not be so large and dense that they limit sight lines for safety and security.</u> not encroach into the public right-of-way. Screening may include a planting strip of densely planted shrubs or trees at least five feet in width, which is expected to form a continuous, year-round visual screen within 3 years.</p>		Safety and maintenance concerns (CAG Comment)

Page (Public Draft)	Public Draft	Proposed Changes	Reason (Source)
36	Loading and service access. Screen— Loading docks <u>should be screened</u> from the right-of-way and adjacent properties to address visual and noise impacts to the greatest extent possible . Service access and loading docks should be located on side streets or alleys and away from the front of the building. Where possible, Loading docks should be internal to the building envelope and equipped with closable doors.		Language edits (Staff)
37	[New language under Heading] Fences and signs are not permitted within the front four feet setback from El Camino Real. For window covering direction, see the Ground Floor Commercial Guidelines on Page XX.		Improve ease-of-use (Staff)
37	El Camino Real <u>commercial</u> fences. No fences are permitted between commercial uses and El Camino Real. Fences to delineate outdoor dining or display areas, <u>or for special uses such as child day-care and schools</u> , are allowed up to 42 inches in height.		Flexibility for special cases (Staff)
37	Fences adjacent to residential. Fences along the rear and sides of parcels shall be a minimum of 7 feet <u>and a maximum of 8 feet</u> high when adjacent to residential land uses, <u>and shall be made of masonry or other substantial and durable screening material</u> .		Material requirement (Staff)
37	Sign materials. Signs should be made of durable and high quality materials, <u>such as metal, wood or individual channel letters</u> .		Examples (Staff)
37	[Section titles] <i>Subtitles should be "Fence Standards" "Fence Guidelines" "Sign Standards" and "Sign Guidelines"</i>		Consistency (Staff)
39	More— Additional analysis and engineering will be necessary to determine exact dimensions <u>of proposed street improvements</u> , and they will happen gradually and opportunistically.		Language edits (Staff)
39	CalTrans A brief description of Caltrans requirements and a summary of planned improvements are at the end of the chapter.		Typo
40	[Illustration titles] <i>"Street Section – Parking" & "Street Section – Bicycle Lane"</i>		Language edits (Staff)

Page (Public Draft)	Public Draft	Proposed Changes	Reason (Source)
40	If future dedicated bus lanes are located in adjacent to the medians median , some of these street elements may require modification.		Language edits (Staff)
41	The vehicle network within the Precise Plan area will utilize existing streets and lanes. Improvements for other modes may impact some minor vehicle movements, such as dedicated right turn lanes or on-street parking . Other improvements may help drivers maintain the posted speed limit by signaling the presence of pedestrians, bicyclists and other roadway users.		Intent to remove on-street parking for bicycle lanes (Staff)
41	Medians. All existing raised medians throughout the plan area should be retained for landscaping, street trees, civic signage and street lighting. Additional median landscaping may be considered if there is space in the right-of-way.		More landscaping (Staff)
41	Driveways and access. The number of driveways and access points onto El Camino Real should be reduced to improve safety and flow for all travel mode str traffic flow .		Language edits (Caltrans comment)
41	SR State Route 85 / El Camino Real interchange. The City will work with the Santa Clara Valley Transportation Authority (VTA) and CalTrans Caltrans to redesign the SR 85 / El Camino Real interchange to improve its safety for all travel modes.		Language edits (Caltrans comment)
42	<p>[Two new guidelines]</p> <p>Suggested Routes to Schools. Pedestrian and bicycle crossing improvements and facilities should be prioritized within 1,000 feet of schools and along major pedestrian and bicycle routes to schools, especially where students must cross El Camino Real.</p> <p>On-Street Parking. On-street parking along El Camino Real will be removed over time to improve vehicle flow and bicycle access. Local off-street parking deficiencies (where on-street parking is necessary for local businesses) should be considered prior to removal of on-street parking. New structures and uses shall not use on-street parking toward their parking calculations.</p>		More explicit safe routes to schools policy and direction to convert parking to bike lanes (City Council direction)

Page (Public Draft)	Public Draft	Proposed Changes	Reason (Source)
42	Crosswalks. New signalized crossings should be installed at existing intersections where the distance between pedestrian crosswalks is greater than 2,000 feet. These locations include Mariposa or Pettis Avenue, Bonita or Boranda Avenue, and Crestview Drive (coordination with Sunnyvale required). Signal responsiveness may depend on vehicle volumes at these locations.	Crosswalks. New signalized crossings should be installed at existing intersections where spans between crosswalks are the longest. These locations may include Mariposa or Pettis Avenue, Bonita or Boranda Avenue, and Crestview Drive (coordination with Sunnyvale required). Signal responsiveness may depend on vehicle volumes at these locations. Additional future crosswalks may be considered in other significant spans, but crossings between existing vehicle intersections may require special Caltrans review.	Removed “2000 ft” standard as misleading; added opportunity for other additional crossings (Public Comment)
42	<p>The purpose of these pedestrian network improvements is to will expand the space and comfort for pedestrians on a roadway with fast-moving cars, noise and other issues. These improvements can also help define parts of the corridor as places of unique character.</p> <p>The existing pedestrian environment is deficient in a number of ways:</p> <ul style="list-style-type: none"> Existing sidewalks are only four to five feet wide, often with obstructions While there is significant tree canopy in some areas along El Camino Real, there is limited landscaping along the street The distance between crosswalks can be significant, often forcing people to either walk long distances to reach a crosswalk or cross the street unsafely in unmarked areas Crossing El Camino Real is uncomfortable due to long crossing distances. <p><u>Pedestrian-oriented enhancements throughout this chapter will support increased sidewalk width and buffer from the roadway, more comfortable crossing and additional crossings, and more landscaping and tree canopy. All improvements will be designed to provide the maximum safety for pedestrians.</u></p>		Safety as a goal (CAG comment) Language edits (Staff)
42	Secondary Pedestrian Area (Other Areas). Improvements in the secondary pedestrian area should include <u>sidewalks</u> <u>an unobstructed walking area</u> at least 7 feet wide, <u>(located at least 5 feet from the face of curb)</u> , enhanced landscaping and lighting compatible with a range of residential and commercial uses.		Language edits (Staff)

Page (Public Draft)	Public Draft	Proposed Changes	Reason (Source)
42	Primary Pedestrian Area (Village Centers and Neighborhood Corners). Improvements in the Primary Pedestrian Area should include significantly wider sidewalks, additional crosswalk and corner design features and lighting designed for night-time activity.		Language edits (Staff)
44	The following guidelines provide direction on the locations and operations of transit along the corridor, <u>in coordination with transit and shuttle service providers.</u> For improvement transit facility design guidelines, please see “Transit Facilities” on page 56.		Clarification of roles (Staff)
44	Signal prioritization. Existing transit signal prioritization should be maintained on El Camino Real, and bus queue jump lanes should <u>may</u> be permitted only <u>appropriate</u> through conversion of an existing right turn lane.		Language edits (Staff)
44	Private shuttles. The location of <u>There may be opportunities to share</u> private shuttle stops should not interfere with public <u>buses, but public</u> bus service <u>should have priority</u> .		Language edits (Staff)

Page (Public Draft)	Public Draft	Proposed Changes	Reason (Source)
46	<p>Future bicycle facilities. Additional bicycle lanes or cycletrack should be introduced along El Camino Real, depending on the following design constraints and considerations:</p> <ul style="list-style-type: none"> • Importance of segment as a bicycle network gap closure • Existing commercial curb-cuts (should be less than 1 every 250 feet) • Number of nearby buildings with less parking than current requirements • Areas where street parking is an asset, such as Village Centers and Neighborhood Corners • The City shall work with the VTA to develop a long-term plan for the redesign of the SR-85 interchange to improve bicycle crossing safety. 	<p>El Camino Real bicycle facility implementation. Bicycle lanes or cycletracks should be introduced along El Camino Real west of Calderon Avenue, replacing on-street parking. This change will occur gradually over time, and the City should consider the following prior to installing a segment of bicycle facilities:</p> <ul style="list-style-type: none"> • Key bicycle network gaps should be closed. • Most nearby commercial buildings should have adequate off-street parking to serve their businesses. • New segments should connect to cross streets or other parts of the City-wide bicycle network. <p>New development will facilitate this transition by providing off-street parking adequate for its own needs and reducing the number of existing curb-cuts.</p>	Clarification of transition from parking to bicycle lanes (City Council direction)
46	Figure 17 shows the existing and proposed bicycle network near El Camino Real. The existing bicycle network has major gaps at El Camino Real crossings, no a lack of safe or comfortable bicycle access on El Camino Real and few adopted bicycle routes near the corridor. In addition, there are limited opportunities for bicyclists to cross Highway 85. The Plan's recommended improvements will improve support bicycle access to major destinations along the corridor, and to other cities in the region and between surrounding neighborhoods .		Language edits (Staff)
46	El Camino Real b Bicycle facilities east of Calderon. Class II buffered bicycle facilities, cycle track, or other facilities are allowed on El Camino Real between Calderon Avenue and the Sunnyvale/Mountain View border. <u>The City should continue to work with VTA and Caltrans to redesign the SR 85 / El Camino Real interchange to improve bicycle travel in this segment.</u>		Moved language from "Future Bicycle Facilities" guideline (Staff)

Page (Public Draft)	Public Draft	Proposed Changes	Reason (Source)
46	Gap closure Cross-corridor facilities . The City should prioritize improved bicycle crossings of El Camino Real and continuation of consistent bicycle facilities on either side of El Camino Real. Bicycle facilities are allowed on limited stretches along El Camino Real to close gaps in the bicycle network, such as where El Monte Avenue and Escuela Avenue intersect with El Camino Real.		Language edits (Staff)
46	Parallel route. Mixed-flow Bicycle Boulevard treatments should be included in evaluated for low-speed...		Language edits (Staff)
46	El Camino Real bikeshare . Bikeshare		Language edits (Staff)
54	Street trees. Street trees should be placed an average of 30 to 40 feet on center, or as needed for continuous sidewalk canopy . El Camino Real street tree species should be Scarlet Oaks. Accent tree species other than Scarlet Oaks should be considered at Village Centers and Neighborhood Corners, and may be different in each area. and Street trees on side streets should be consistent with existing City-designated tree species for that street and/or designated accent trees at those locations .		Support for a variety of street trees (CAG Comment)
54	Pedestrian-scaled lighting. In the Primary Pedestrian Area, light fixtures should be pedestrian-scaled (up to 18-15 ft tall) and spaced to provide continuous lighting along the sidewalk.		18' is too high for successful pedestrian lighting (Staff)
54	Planter landscaping. Planter areas should be planted with drought-tolerant and hardy landscape species. Plantings should be no more than 3 feet high and, where parking spaces exist, should anticipate space needs for opening car doors. Planter areas should be maintained by the fronting property.		Clarification of property owner responsibility (Staff)
54	Special crosswalk markings. For crossings in Village Centers and Neighborhood Corners, there should be special higher-visibility crosswalk colors, markings or materials. Limit lines should be set back from the crosswalks to further enhance pedestrian safety. Special crosswalk colors, markings or materials across El Camino Real will require a CalTrans design exception.		Language edits (Staff & Caltrans)

Page (Public Draft)	Public Draft	Proposed Changes	Reason (Source)
56	Busbulbs in Village Centers and Neighborhood Corners. Future bus stops in Village Centers or Neighborhood Corners should include busbulbs at the far side of intersections-, <u>where feasible given the final design of Bus Rapid Transit.</u> These stops should have a pedestrian plaza adjacent to the stop with seating integrated with the streetscape design (see Figure 24). <u>Busbulbs may also be appropriate on cross streets.</u>		Language edits (VTA)
56	Coordination with VTA. VTA will determine the design of bus stops in the Plan Area. However, when possible the City should...		Language edits (Staff)
58	[New Guideline] Bicycle parking. Bicycle parking should be located in the sidewalk planter zone, and configured to limit obstructions to the walk zone.		Flexibility for bike parking (CAG comment)
58	[New footnote under table 12] Cycletracks currently require a Caltrans design exception.		Clarification of requirements (Caltrans)
58	The following guidelines create bicycle facilities <u>facility guidelines should be used in that identify where bicyclists should be designated bicyclist areas in the roadway, and to</u> help bicyclists navigate through the corridor.		Language edits (Staff)
58	Bicycle facilities. Any future bicycle facilities should have the minimum widths shown in Table 312 .		Typo
58	Bicycle Boulevards <u>Mixed-flow treatments.</u> Mixed-flow bicycle Boulevard treatments could include in-street bicycle stencils, vehicle traffic diverters, in-street planters or bollards, meanders, and other techniques to create a bicycle priority street.		Language edits (Staff)
61	Lastly, the chapter identifies <u>includes</u> implementation activities and capital improvement projects <u>and potential funding sources</u> to realize <u>achieve</u> the Precise Plan's vision and potential funding sources.		Language edits (Staff)

Page (Public Draft)	Public Draft	Proposed Changes	Reason (Source)
62	<p>The following review processes shall apply to development proposals in the El Camino Real Precise Plan area:</p> <p>a. Minor improvements. Minor improvements consistent in full compliance with this Precise Plan may be approved administratively, without public notice or hearing, through a Minor Planned Community Permit. Minor improvements include those considered “administrative” in the Development Review section of the Zoning Ordinance, such as minor façade modifications and additions <u>less than 1,000 square feet.</u></p> <p>b. Other new development. The Zoning Administrator shall take final action on other applications, including Provisional Use Permits "Base" development and provisional uses. New construction consistent with “BASE” FAR and height in each subarea, area, <u>and other major applications may be approved at a Zoning Administrator through a public hearing through a Major Planned Community Permit. Provisional Use Permits also may be approved at a Zoning Administrator public hearing.</u></p> <p>c. “Tier 1” development. The City Council shall take final action, following a Zoning Administrator public hearing and recommendation, on new<u>New</u> construction consistent with “TIER 1” FAR or heights in each subarea, area, <u>may be approved by the City Council, following recommendation by the Environmental Planning Commission through a Major Planned Community Permit.</u></p> <p>d. “Tier 2” development. Development with “TIER 2” FAR or heights requires the approval of a Village Center (-VC) Floating Zone <u>for the project site, which would be applied to the Zoning Map in combination with the Planned Community District.</u> This process shall be consistent with use the Zoning Map Amendment process in the Zoning Ordinance, including the City Council’s gatekeeper authority and final action by the City Council following an Environmental Planning Commission recommendation <u>by the Environmental Planning Commission. In addition to the Zoning Map Amendment, projects must also apply for Major Planned Community Permits, which may be approved by the City Council following recommendation by the Environmental Planning Commission.</u></p>		Add EPC review to Tier 1; language edits so each section is similar - eg, application type, review body, process (City Council/EPC direction)
62	<p>Changes of use where the new use is permitted, there are no exterior modifications to the building, and the new use and the new use will not result in an increase in required parking. <u>Exterior modifications for these uses may require development review.</u></p>		Language edits (Staff)

Page (Public Draft)	Public Draft	Proposed Changes	Reason (Source)
63 (new)	<p>Add new section after p. 62 “Non-conforming Buildings and Uses” section as follows:</p> <p>Site Renovation and Rehabilitation</p> <p>General guidance. Renovations requiring Major Planned Community Permits should make additional improvements consistent with this Plan. Improvements may include safe and direct pedestrian access to building entrances from the sidewalk, improved landscape screening or tree canopy, reductions to the number of driveways, a plaza or outdoor seating space, and coordination with adjacent land owners if possible. The scope of required improvements will be based on the cost and extent of the proposed project, as determined during the Planning review process.</p> <p>Façade improvements. Façade improvements to existing structures should follow design guidance in Chapter 2 and include similar design features to new buildings in the plan area.</p> <p>Building placement. New structures should comply with maximum setback standards when built on sites with existing structures set back behind parking lots. New structures shall orient entrances towards the sidewalk.</p> <p><i>Illustrate items above with New diagram exhibits 19.1 (Example Retrofit Strategy 1: Addition of Liner Building) & 19.2 (Example Retrofit Strategy 2: Addition of Pedestrian Walkway)</i></p>		Direction for when standards and guidelines will be required when sites are renovated (Staff)
63	<p>Administrative process. Final action on Master Plans shall be consistent with the Development Review Process on page 62; for example,; development no greater than “BASE” FAR and height may be approved by the Zoning Administrator-; <u>“TIER 1” FAR or height may be approved by the City Council following Environmental Planning Commission recommendation; and “TIER 2” FAR or height may be approved through the Village Center Floating Zone by the City Council following Environmental Planning Commission recommendation.</u></p> <p>Future-Subsequent Planned Community Permits submitted under the Master Plan shall also be consistent with the Development Review Process on page 62, except <u>“TIER 2” development may be reviewed by the Zoning Administrator, who will forward a recommendation to the City Council.</u></p> <p>The City Council may choose to designate final authority to the Zoning Administrator for subsequent approvals.</p>		Clarified EPC authority; Consistency with revisions on page 62 (EPC direction)

Page (Public Draft)	Public Draft	Proposed Changes	Reason (<i>Source</i>)
63	b. Materials such as maps, surrounding and proposed uses, proposed building locations, proposed number of units and unit types, circulation plan, total square footage, open space, on-site utilities and utility connections, grading and other materials that demonstrate compliance with the purpose and intent of the Precise Plan.		Language edits (<i>Staff</i>)

Page (Public Draft)	Public Draft	Proposed Changes	Reason (Source)
64	<p>The following are requirements for easements <u>and improvements</u> related to new sidewalk widths and new pathways through sites:</p> <p>Sidewalk widening <u>and easements</u>. Proposed Sidewalk widening <u>dimensions</u>standards are provided in Chapter 3. This widening requires a 4-foot public access easement from private property owners along the corridor <u>El Camino Real to support the corridor's pedestrian activity.</u></p> <p>a. These Public access easements and widening improvements will shall be required with the following development proposals with the following permit types.:</p> <p>a. An increase in building or site intensity. • <u>Major Planned Community Permits</u></p> <ul style="list-style-type: none"> • <u>Minor Planned Community Permits involving site plan changes, parking reconfiguration, or demolition of primary structures or portions of primary structures along the El Camino Real right-of-way</u> <p>b. Public access easements and/or widening improvements may be required with the following permit types based on the cost, extent or intensity of the project as determined during the Planning review process.</p> <ul style="list-style-type: none"> • <u>Minor Planned Community Permits not involving improvements along the El Camino Real right-of-way</u> • <u>Provisional Use Permits</u> <p><u>For purposes of illustration, projects may include but are not limited to: façade remodels, changes in use of a major tenant, or parking reductions (SEC 36.32.65 of the Zoning Code). When requirements for sidewalk improvements are not consistent with the cost, extent or intensity of the project, an irrevocable offer of dedication may be required so that improvements can be built in the future. b. New residential uses</u></p> <p>c. Significant building upgrades and new development</p> <p>d. New uses that will attract significantly more trips</p> <p>e. Changes of use that do not have required parking</p> <p>These projects would add to the pedestrian activity along the corridor, requiring increased capacity.</p> <p><u>c. If the project site has existing legal non-conforming structures, public utilities or heritage trees within the required easement and improvement area, the Zoning Administrator will determine the dimensions of the easement and improvements based on the location and type of structure and conformance with heritage tree ordinances and policies.</u></p>		Clarification of when sidewalk widening will be required (Staff)

Page (Public Draft)	Public Draft	Proposed Changes	Reason (Source)
64	<p>Pathways through sites. Standards for new publicly accessible pedestrian and/or bicycle pathways through project sites are provided in Chapter 2. These will be required when sites redevelop with increases in intensity or new residential uses, as the new development would add to the pedestrian activity along the corridor and side streets, requiring increased capacity. Projects less than 150 feet wide or within 250 feet of another public access route are exempt from this requirement. <u>Limited easements may be considered, with the right to exclude disruptive or illegal activity.</u></p> <p>...</p> <p>Limited easements. Limited easements may be considered, with the right to exclude disruptive or illegal activity.</p>		Limited easements are only appropriate for pathways through sites, not sidewalks (Staff)
64	<p>The Precise Plan relies on<u>proposes</u> increased sidewalk width and new pedestrian connections through large blocks to achieve the envisioned enhanced<u>a more comfortable</u> pedestrian environment. Greater sidewalk width is necessary to accommodate increased pedestrian activity resulting from <u>new</u> development since existing sidewalks are narrow (5 feet or less; often obstructed by utilities), <u>driveway aprons and tree wells</u>; and do not provide adequate buffer from the roadway (usually 3 feet or less from the curb).</p>		Language edits (Staff)
64	<p>FAR, required open area and setbacks. The lot area that contains the required<u>These</u> easements <u>identified in this section</u> will be counted toward lot area for <u>the purposes of</u> calculating floor area ratio. They are<u>It is</u> also counted toward any landscaping/open area or useable open area requirement (except where crossed by a driveway). Setbacks are not measured from the <u>property line, not the easement</u> and the sidewalk easement area is within the front setback. The pathway easement could also be within the project's required setbacks.</p>		Language edits (Staff)
65	<p>Location of off-site parking. The allowable distance for a project to use off-site parking is 600 feet walking distance, from the nearest corner of the parking facility to the nearest corner of the destination building. The b<u>Buildings and parking areas</u> shall not be on the opposite sides of El Camino Real, <u>San Antonio Road</u>, Shoreline Boulevard, Miramonte Avenue, Grant Road or Highway 237 from the parking. <u>The Zoning Administrator or City Council may modify the distance if potential neighborhood parking impacts are addressed.</u></p>		Added San Antonio as a wide street and flexibility for innovative measures (Staff)
65	<p>Off-site parking. Applicants may be allowed to meet minimum parking requirements through the use of designated nearby off-site facilities. Capacity<u>The capacity</u> of those facilities shall be determined on a case-by-case basis. <u>Street parking may not be used to meet parking requirements.</u></p>		Language edits (Staff)

Page (Public Draft)	Public Draft	Proposed Changes	Reason (Source)
65	<p><u>Reduced requirement:</u></p> <p>Studio and 1-bedroom units: 1 stall</p> <p>Units with more than 1-bedroom: 2 stalls</p> <p>15% of required parking must be available to guests.</p>		Clarification: requirement, not a reduction (Staff)
67	<p>CommunityPublic Benefit value. Tier 1 and Tier 2 development shall provide communitypublic benefits, with value proportional to the project's building square footage in excess of 1.35 FAR (inclusive of covered parking but not underground parking). <u>Ground floor commercial square footage may be exempted from this amount.</u></p> <p>The <u>City will periodically conduct market analysis to update the</u> value per square foot <u>(a) will be updated periodically by the City, if necessary to address market changes, consistent with inflation, and</u> based on:</p> <ul style="list-style-type: none"> Maintaining a reasonable developer return for a range of parcel and project sizes Considering whether overall development costs remain competitive with other nearby communities, taking into account existing fees <p><u>Developments requiring a Planned Community Permit (including Tier 1 developments)</u> will not be required to provide CommunityPublic Benefits with estimated value in excess of this amount. However, if costs for providing the CommunityPublic Benefit increase after entitlement, the CommunityPublic Benefit will still be required. Tier 2 developments may be expected to provide CommunityPublic Benefits in excess of the established value <u>during the Zoning Map Amendment process.</u></p> <p><u>(a)Value adjustments consistent with inflation may not need this analysis.</u></p>		Clarification that per square foot value is only based on residential square footage--depending on Council direction on 11-17-2014 (Staff)

Page (Public Draft)	Public Draft	Proposed Changes	Reason (Source)
67	Project applicants may elect to directly construct or provide the benefits in Table 14, if they can demonstrate, to the satisfaction of the City, that the value of the benefit provided is equivalent to the value identified above in the previous section . However, the City has discretion to accept a monetary contribution to construct the benefit/improvement. The list of examples below is does not intended to limit the City's discretion to determine the appropriate level of community public benefit required in exchange for increased intensity. The City will uniformly apply the community benefits requirement so the required community benefits are proportionate to the entitled floor area. However, the City does not measure community benefit solely in relation to the monetary impact to the developers. Some proposed community benefits may be considered by the City to be particularly valuable or necessary in a particular location, but they may be of comparatively modest financial impact to a developer. Other than the plan priority for affordable housing units, the list is in no particular order.		Remove content leading to less-valuable benefits (City Council/EPC direction)
67	A The Precise Plan's Community Public Benefit Program ensures developers provide a benefit to the Precise Plan area in exchange for approval to develop additional floor area on their property .		Language edits (Staff)
67	...The City will negotiate the terms of the Agreement including the period during which the intensity <u>entitlement</u> will be available...		Language edits (Staff)
68	[Additional public benefit under "Other"] Subsidize existing commercial tenants or other local small businesses		Additional potential public benefit (EPC comment)
68	Village Centers are required to provide plazas and may not use item them <u>them</u> as...		Typo
69	[New action] Develop one or more El Camino Real design palettes for lighting, trees, crosswalks and other improvements. Responsibility: Planning, Public Works, development applicants. (medium term)		Additional action (CAG comment)
69	[remove] <i>Bicycle Boulevard Toolkit action</i>	[New Action] El Camino Real Bicycle Facilities Assess the constraints and opportunities for bicycle facilities on segments of El Camino Real. (medium term)	Toolkit is unnecessary, since Bicycle Transportation Plan will include it (Staff)

Page (Public Draft)	Public Draft	Proposed Changes	Reason (Source)
69	Create a detailed study of planning and engineering options for future bicycle facilities on El Camino Real and Church/Latham Streets as a part of the Bicycle Transportation Plan Update, including type of facility and integration with on-street parking, transit facilities, pedestrian improvements and vehicles.	Assess the priority of implementing <u>and Church/Latham Streets as a part of the Bicycle Transportation Plan Update,</u>	Clarification of role of Bicycle Transportation Plan (Staff)
70	Monitor employers and property owners within the Plan Area implementing transportation demand management (TDM), and require regular reporting for any project with TDM as a condition of approval. <u>Consider enforcement for non-compliance.</u>		Enforcement (EPC comment)
70	Caltrans coordination parties: Public Works, Planning, <u>Project applicants</u>		Clarification of development applicant role (Staff)
71	[New paragraph] Water and sewer system deficiencies may be associated with projected development. Development projects may be required to improve the City's water and wastewater systems under these circumstances.		Clarification of development applicant role (Staff)
71	The Precise Plan includes improvements to public space and the multimodal transportation systems to implement the plan's vision. Given the large Precise Plan area and given the difficulty of predicting the timing of development, improvements will be completed opportunistically over time. Improvements should be jointly coordinated with development whenever possible, <u>or may be required of new development....</u>		Clarification of development applicant role (Staff)
71	These sources should be considered a menu of options. It is likely that some projects will be funded through multiple local, state, federal, and even private sources, and the <u>public sources, and private sources such as development requirements and proportionate fair-share responsibilities.</u> The potential for utilizing any given source for a particular project will vary depending on private development activity, participation from property and business owners, public funding availability, and other factors.		Clarification of development applicant role (Staff)
72	[new line] Development requirements or fair-share contributions		Clarification of development applicant role (Staff)